

COUNTRY East Germany

REPORT NO.

TOPIC Grossenhain Airfield

EVALUATION see below

PLACE OBTAINED

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DATE OF CONTENT 4 to 15 August 1953

DATE OBTAINED  DATE PREPARED 10 September 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity was observed at Grossenhain airfield between 4 and 12 August 1953:

4 August. Between 9 a.m. and noon, individual MiG-15s and Yak-11s made local flights. The weather was 7/10 overcast and visibility good.

5 August. Between 8:30 p.m. and midnight there was night flying with searchlights in operation.

9 August. No air activity was observed.

10 August. Between 7 a.m. and noon, intensive air activity by MiG-15s, including local flying and flying at high altitudes, was observed, the weather was fair.

11 and 12 August. There was light air activity at night with searchlights being in operation.

2. During the reported period, many Soviet Air Force officers and EM were again seen in the town after duty hours.<sup>2</sup> Trucks  and bus  were identified at the field.

3. The rotating searchlight which previously had been seen in the northwestern corner of the field was now observed in the northeastern corner of the installation. Another searchlight was located in the south-eastern corner of the field. On top of hangar No 8, an observation tower with large glass windows, was observed to be occupied by soldiers with field glasses. The quarters on Carola Strasse, formerly Thomas Mann Strasse, were unoccupied. The southern end of the street leading to Radeberger Platz was blocked by a board fence. The landing beacons, Adcock D/F station and the two radar sets were observed at their previous location. The covers of the five fuel containers in the fuel dump at the northern edge of the field had been painted red.

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4. The following air activity and aircraft were observed at the field between 5 and 15 August:

5 August. Between 8 a.m. and 1 p.m., MiG-15s, fitted with auxiliary fuel tanks, practiced flying in formation of twos and fours. There was as 10/10 overcast at an altitude of about 600 meters and a medium westerly wind. The aircraft took off and landed from west to east. They flew at a distance of 20 to 30 meters, left toward the west and returned after 40 to 50 minutes. At 10 a.m., 28 MiG-15s were parked in front of the hangars. Between 3 p.m. and 8 p.m., elements of two MiG-15s practiced flying as observed in the morning.

6 August. Between 9 a.m. and 4 p.m., elements of two aircraft practiced flying. The formations flew below the clouds toward the west and returned after about 45 minutes. There was a 10/10 overcast at an altitude of about 500 meters, strong westerly wind and poor visibility. About 6 p.m., 18 and 6 MiG-15s were parked in front of hangars Nos 8 and 4 respectively. Between 8 p.m. and 2 a.m., individual jet fighters took off. The aircraft whose position lights were burning flew at an altitude of about 400 meters toward the west and returned after about 30 minutes. Only the rotating searchlight was in operation. Usually two aircraft were aloft at a time.

7 August. Between 8 a.m. and 8:35 a.m. and again between 10:25 a.m. and 11:10 a.m. MiG-15s [ ] practiced flying. Weather conditions were the same as on the preceding day. Between 3 p.m. and 7 p.m., individual MiG-15s took off, assembled in formations of twos, headed west and returned after about 30 minutes. Between 8 p.m. and midnight there was night flying by MiG-15s with position lights burning. No searchlights were in operation. In the morning, 18 jet fighters and 1 single-engine low-wing monoplane with radial engine were parked in front of the hangars.

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8 August. Between 10 a.m. and 3 p.m., MiG-15s flew individually and in elements of twos. Thirty-two take-offs were observed. There was a 8/10 overcast at an altitude of about 800 meters. Weather improved gradually.

9 August. No flying was observed.

10 August. Between 8 a.m. and 5 p.m., MiG-15s mostly practiced local flying. A MiG-15 towing an air sleeve was also seen; however, no firing at the air sleeve was observed. There were scattered clouds and the weather was hazy. At 6 p.m., 7 jet fighters, [ ] and the U-MiG-15 [ ] were parked in front of hangar No 1. Fifteen additional jet fighters were seen in front of the other hangars.

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14 August. Between 6 a.m. and 1 p.m., there was intensive air activity. Weather was hazy. MiG-15 flying individually and in elements of twos circled over the field. MiG-15s [ ] and U-MiG-15 [ ] were involved in flying, some of the MiGs were repeatedly seen taking off between 10 a.m. and 11:30 a.m. A TU-2 [ ] was also seen aloft. Between 2 p.m. and 7 p.m., 20-minute flights were made

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by groups of two. A jet fighter towing an air sleeve headed in the same direction as the formations; however, the aircraft disappeared from sight and as a result no firing at the air sleeve was observed. At 10 a.m., 24 jet fighters, 3 single-engine low-wing monoplanes with radial engines and 1 TU-2 were counted in front of the hangars while other aircraft were aloft.

15 August. Air activity observed between 6 a.m. and 3 p.m. included formation flying by 8 elements of twos and 1 formation of 4, local flying by MiG-15s and training flights by single-engine low-wing monoplanes with radial engines and TU-2s. MiG-15 [ ] towed an air sleeve which was attacked from the rear and fired at by MiG-15s [ ]. The weather was fair and very hot. At 8:20 a.m., 31 jet fighters were parked in front of the hangars, while other aircraft were observed aloft.<sup>1</sup>

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6. At 6:30 a.m. on 9 August, 20 MiG-15s, [ ] were observed at the field.

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7. On 15 August, 5 MiG-15s, [ ] were parked at the southern end of the short runway. Air force truck [ ] was observed picking up five air force officers with baggage at the Cottbus Railroad Station in Grossenhain.

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8. A truck mounting a searchlight with a diameter of about 2 meters was parked just south of the eastern end of the long runway. Several searchlights of 50-cm diameter each and fixed on poles of increasing height were posted in the southeastern extension of the runway, as far as the DF cabin near Folbern. All searchlights were directed toward the southeast. At the end of the runway two searchlights were seen side-by-side on bases about 20 cm high.

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1. [ ] Comment. Two fighter regiments and their division headquarters are believed to be stationed at Grossenhain airfield. Although according to the present report the highest number of MiG-15s observed at the field was 31, a few more must be considered to be the total number there, which could have been aloft at the time of observation. It is definitely believed that the two fighter regiments are equipped with a total of about 60 MiG-15s. This number was observed [ ] in mid-June when all the aircraft were parked in the landing field and in aircraft revetments. [ ] Aircraft [ ] were observed for the first time in East Germany. The following [ ] had been observed previously at the airfields mentioned: [ ] in Neubrandenburg, [ ] in Wittstock, [ ] in Merseburg, [ ] in Alt-Loennowitz, and [ ] in Bautzen.

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25X1A 2. [ ] Comment. A similar observation was reported from Koethen airfield. [ ] 25X1A.

25X1A 3. [ ] Comment. Hangar No 8 is the easternmost hangar. The two radar sets, of which one is a Dumbo and one a Kniferest type set, are located at the northern edge of the airfield.

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